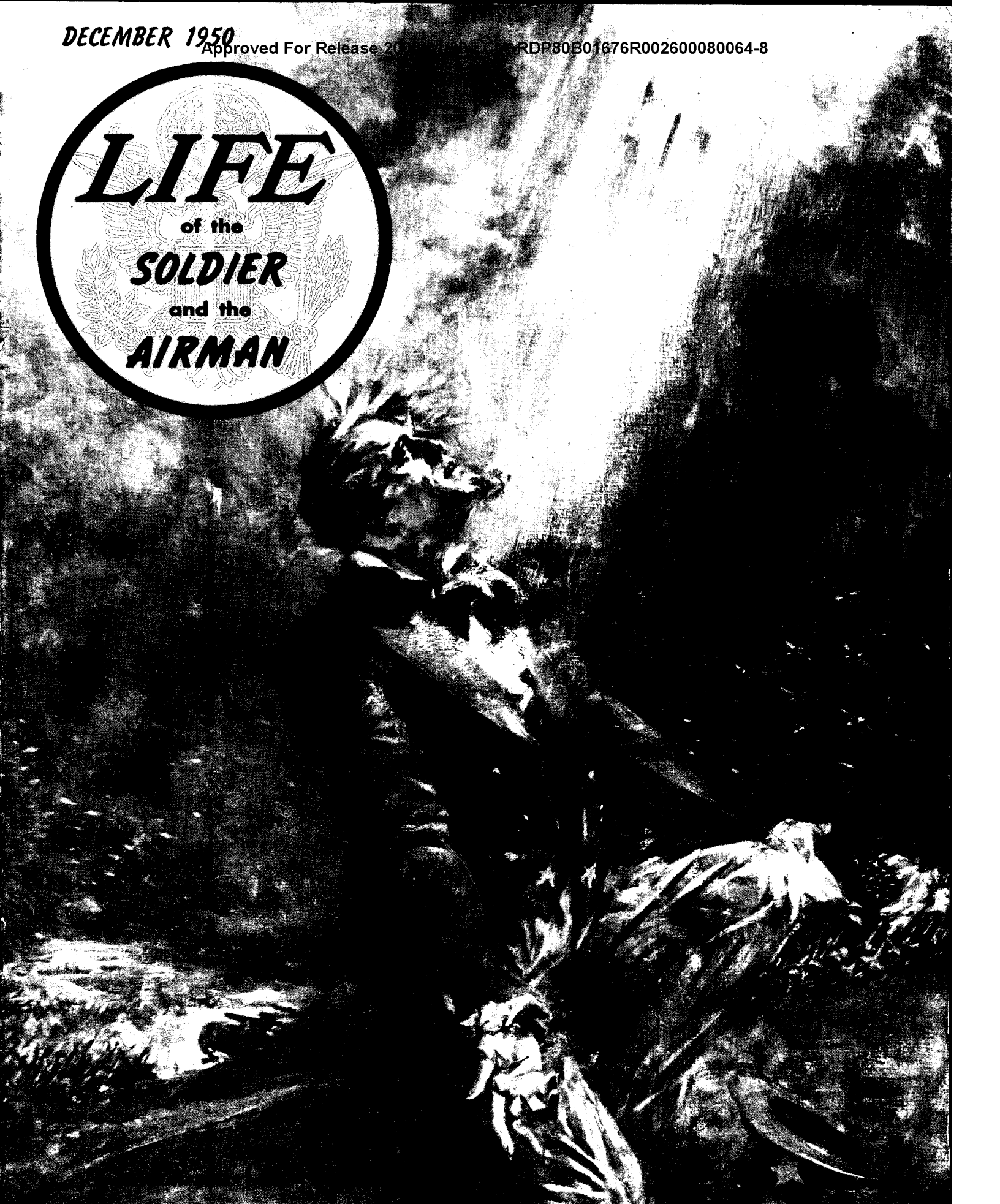
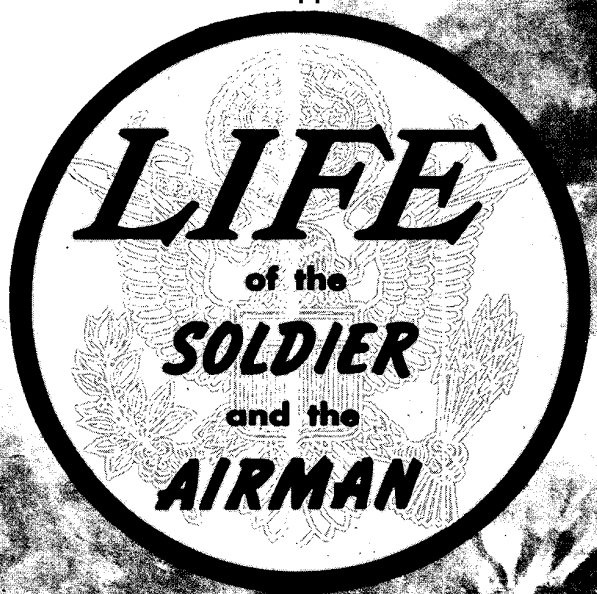


DECEMBER 1950

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Give us the FAITH and COURAGE of our FOREFATHERS

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THIS MONTH'S COVER

By Howard Chandler Christy



"Give Us the Faith and Courage of Our Forefathers" was painted by one of America's most noted contemporary artists. This portrayal of feeling completely catches the American spirit. It pictures Uncle Sam praying for the courage and faith so needed to carry this country through these critical times successfully.

PLEASE PASS THIS COPY ALONG

Christmas in

By S/Sgt. John F. Cronin

PREPAREDNESS in the Armed Forces is a 24-hour-a-day job. Training programs — moulding American soldiers and airmen into first-class defenders of this country — have been rewritten, stepped up, and intensified so that servicemen and women will be better prepared to bring the Christmas theme — "Peace on earth among men of good will" — into a twentieth century reality.

And yet, the planners of mobilization and defense training are revamping their schedules so that as many as possible can have a merry Christmas wherever they may be. Soldiers and airmen won't leave their lookout bastions and runways unguarded when they gather in dayrooms to celebrate the holiday in true American style, or when they attend chapel services on Army posts, at Air Force bases, or in the field.

In many parts of the world where American troops are spending Christmas this year, the Yuletide celebration will be run in two shifts. While one group celebrates the festive holiday, another group will remain on duty with planes, tanks, and bazookas, and at the service jobs needed to keep the tactical elements going. Then, they'll switch over — the celebrating group going to work and the other group getting in on the holiday relaxations.

All will eat an extra big turkey dinner, complete, in many instances, with candies, smokes, and (in the Tropics) ice cream. The mail service will help to stamp the holiday full



The spirit of St. Nick is kept alive in Wetzlar, Germany, by servicemen here shown distributing gifts to orphanage children.

In the Far East Command's Christmas parade last year, this Japanese choir won first prize with its 70-foot float picturization of the Nativity.



the Service

of memory as gifts from home and friends are delivered in time for the Christmas festivals.

Nor will the Army and the Air Force forget that Christmas includes the spirit of charity. They will remember His divine words, *"It is more blessed to give than to receive."* Everywhere American servicemen and women are stationed they will play hosts to little children and give them parties and gifts. And, of course, no party will be complete without the dramatic appearance of jovial old Saint Nick in person. Usually a well-upholstered soldier or airman performs the magical illusion to the heart-pounding delight of the youngsters. For it is written in the Bible for all to see . . . *"Suffer little children to come unto Me, . . . for of such is the kingdom of heaven."*

During World War II and the years that followed, the Military Air Transport Service, a globe-circling unit made up of Navy and Air Force men and women, flew evergreen trees and turkeys to military bases in remote areas. This modern version of Santa Claus's sleigh and reindeer insured a happy day for our servicemen and women off the beaten path of regular transportation.

This year's greeting of "Merry Christmas" is spoken with a prayer of hope and faith. The mobilization and preparedness of the Armed Forces is aimed at keeping true the promise that there will be *"Peace on earth among men of good will."*



Miss Yoko Hashimoto, 10-year-old Japanese belle, poses with Santa Claus for the third year in a row at the annual children's Christmas party held by servicemen of the Far East Command.



Children from an orphanage in the Republic of Panama enjoying a party given them by soldiers from the Canal Zone. Numerous gifts made it a red-letter day for the youngsters.



That Santa Claus is an unpredictable fellow — you never can tell where he will show up! Here he is in Marbo, Guam! Due to the heat, airmen had to substitute a carabao for a reindeer.



Sr. Nick rides a rocket launcher at Fort Sill, Okla. First four pack mules represent units of 2d Field Artillery Battalion.

Christmas (Continued)



A somewhat stage-shy youngster prepares to accept a present from Santa at Olmsted (Pa.) AFB Christmas party.



The Christmas spirit is everywhere—even in the warmest climates. Here, Cpl. Phillip Thinesen, member of a headquarters battery of an antiaircraft group at Fort Clayton, Canal Zone, helps decorate dining hall with a paper bell.



A mountain of presents ready for delivery to the Asilo de Nuestra Senora Orphanage on Christmas Eve are shown by five Wacs from a service unit at Fort Clayton.



At Christmas, amateur decorators come into their own and give full scope to their talents. This appealing little reindeer number was put together by four medics at Fort Sill, Okla.



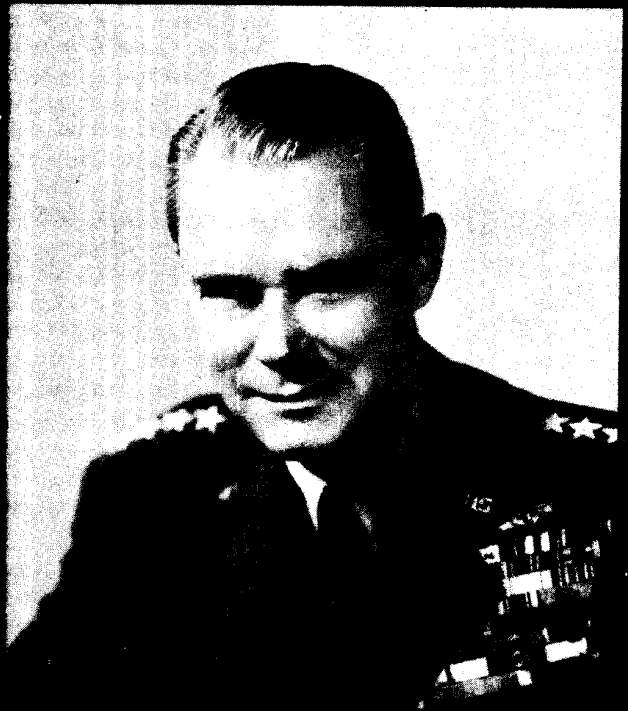
The story of the birth of Christ was enacted by a Japanese cast last year at a gigantic Christmas party and pageant sponsored jointly by the FEC and town's citizens.



Santa in Trieste! How that fellow gets around! An infantryman poses with his "reindeer jeep" which sped him to many parties given for children by the Trieste U. S. Troops Command.



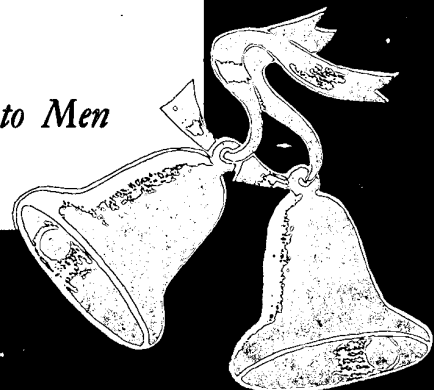
GENERAL J. LAWTON COLLINS
Chief of Staff, U. S. Army



GENERAL HOYT S. VANDENBERG
Chief of Staff, U. S. Air Force

The Soldiers and Airmen of the United States

*Extend Sincere Season's Greetings
With Their Hope for
Peace On Earth, Good Will to Men*



Check and Double-Check

By M/Sgt. Frank W. Penniman

FORTY-SEVEN years ago this month, a fisherman on the beach at Kitty Hawk, N. C., looked aloft at Orville Wright's airplane and said, "All she needs is a coat of feathers." Still featherless, but trimmed with sleek lines, today's airplanes are a winged salute to men of vision and faith. Yet, these airplanes of the USAF are no greater than the men who build them and the men who fly them.

Kingpin on the aircrew today is the navigator. His is the guiding hand that helps the pilot fly a successful mission, whether it be a bombing flight, a transport-cargo hop, or a rescue trip. All the way to and from target or destination the navigator is constantly checking and double-checking his aerial position, his timing, and the predicted conditions which lie in his path of flight.

What do you need to be a navigator in the USAF?

Just four attributes: skill, intelligence, a physical capacity for flying, and initiative. Once you've been appointed an Aviation Cadet, the United States Air Force will give you the opportunity to acquire all the skill it takes to make the grade. There are only five

steps to becoming an Aviation Cadet. First, you have to be an unmarried male citizen between the ages of 20 and 26½. You must have completed at least two years of study in an accredited college or university.

Then you have to pass the qualifying and physical exams for Aviation Cadets. Only men with high moral and personal qualifications are considered. You'll be interviewed by an Aviation Cadet Examining Board, and if approved, you'll be off to Ellington Air Force Base, near Houston, Tex., for training. New classes start each month, so there's little delay in getting under way.

What'll you do at Ellington? Basically, you'll learn to be a top-flight navigator. In less than a year, you'll pin on silver navigator's wings and gold second lieutenant's bars. However, between entrance and graduation, there's a lot of studying to be done, a volume of navigation problems to be mastered, and supplementary training to bring you up to officership in the USAF.

Briefly, the navigator's mission is to guide his plane from departure point to destination by the most expedient route in the accomplishment of the airplane's objective. Years ago, the pilot served as his own navigator when flights were made in the daytime, at seemingly low altitudes, and along specific landmarks. It was as easy then



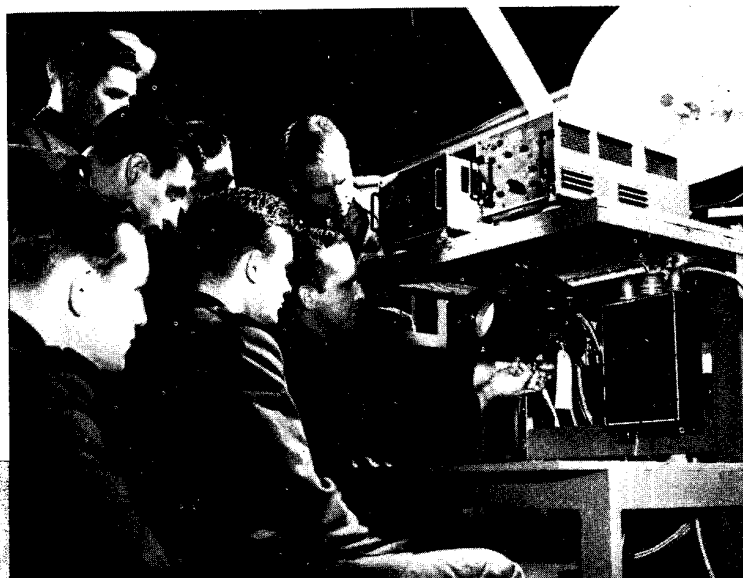
Algebra may help, but navigators use mechanical computers in solving rate, time, and distance problems. Large model facilitates instruction. (Left) Wind effect on plane's heading is explained by a training aid.



Not a USAF transport plane in flight, instead it's a Convair T-29 "Flying Classroom" in which Cadet navigators take their ground theories aloft to put them into actual aerial test.



This navigator knows that "a sextant is an instrument with which to measure the altitude of a celestial body," as he "shoots" the sun from an astrodome in a T-29.



Six future navigators watch intently as their instructor makes a fine adjustment on a radar scope. Training aids identical to the actual instruments are used in the ground school.



Today, he's navigating a twin-engine trainer. Tomorrow, he may be the guiding hand aboard a bomber, a transport, or a rescue plane. His is a mighty important job.



This captain-instructor is showing his navigation students the operation of a sextant. Columbus used a different type of sextant, but the fundamental principles have remained the same.



Seated at one of the navigation tables in a USAF T-29, an Aviation Cadet checks over his maps and instrument panel prior to take-off from Ellington AFB.

Double-Check

(Continued)

as driving a car over U. S. route 84 now, if bad weather or engine trouble didn't set in.

But now, things are different. Bombers, multi-engined transports, and other USAF aircraft take advantage of high-altitude speeds. Hence, landmarks are often out of sight. Then, too, much flying today is done over great expanses of water or ice, or over uncharted land. Intricate but not too complex is the radio-radar navigation system which the pilot of yesteryear didn't have as an aid. Higher altitudes, longer flights, bigger planes, and a variety of aerial missions have elevated the navigator's job to one of importance. On every flight, he's a "man of precision."

A carpenter likes to work with good tools, so does a machinist. So does a navigator, and the USAF equips him with the finest navigation tools known to aerial science. Drift meters, computers, star tables, magnetic and radio compasses, charts and maps, and plotters are among his training aids. What's more, he learns how to use them properly.

Aerial training is done in the new USAF T-29, sometimes called the "Flying Classroom." Tailor-made to specifications recommended by navigational instructors, this 20-ton, twin-engine Convair navigation trainer is the plane in which Aviation Cadets put their classroom theory into practical flight. Accommodations are provided for a pilot, co-pilot, crew chief, 10 navigation students, 4 radar students, and a radio operator. It's a twentieth century answer to group training high in the skies.

Taking a quick inside-look aboard a T-29, one sees 14 navigation tables, each with a comfortable swivel chair.

There are 14 panels of navigation and oxygen instruments. Fourteen direct-reading thermometers, 5 drift meters, and 15 gooseneck table lights are available for the students and their instructors. Complete in all details as far as the needs of student-navigators are concerned, the classroom compartment even has two airborne pencil sharpeners!

At six staggered positions in the cabin are instrument boxes which include swivel mountings for Loran (long range navigation), radio altimeter, and radio compass controls which can be operated by two students at the same time. When Cadets want to "take a shot" at the sun or the stars, they find that there are four astrodomes with adjustable platforms ready for instant use. These domes even have curtains to bar light reflections.

Since "navigators" are to be Air Force officers following graduation, they augment their aerial training with military subjects. Law, squadron and staff duties, and teaching techniques are among them. During the course, the Cadets take part in military training such as ceremonies and weekly review parades. It isn't all work at Ellington. The balanced program includes time off for sports, socials, and church services. Some of the Cadets like to go deep-sea fishing in the Gulf waters near Houston. Others "navigate" around a golf course at one of the country's finest clubs.

It's a great life! But only the young, in spirit and years, are the men needed for this exacting job. Men of precision, quarterbacks in the sky, the navigators are kingpins today on the aircrew team. This is a statement you can "check and double-check."

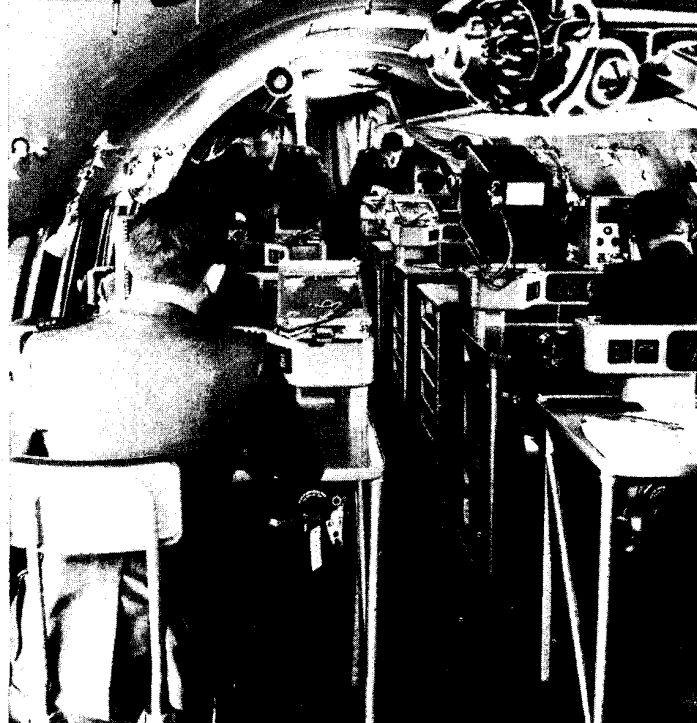
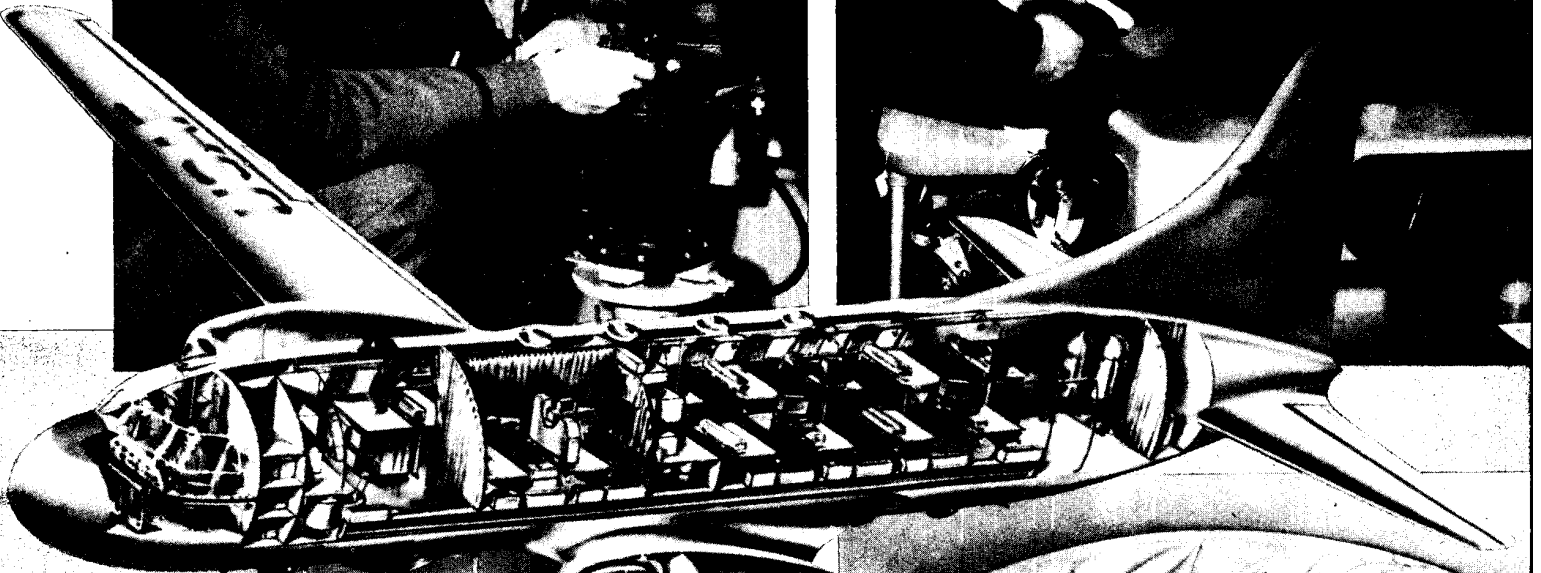


Navigators have been changing the size and shape of the world ever since the Phoenicians sailed around the world in 600 B. C. After winning their wings and being commissioned

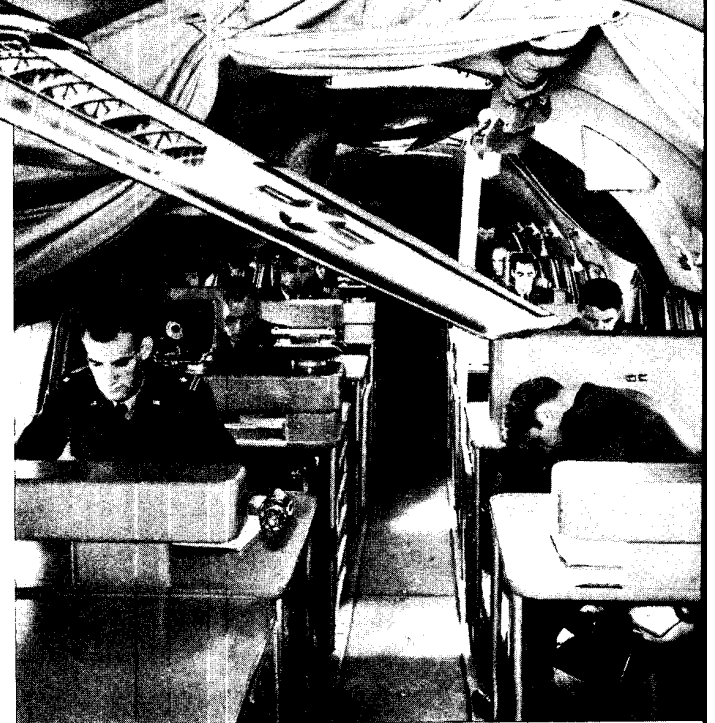
as second lieutenants, these Cadet-navigators, shown going aboard a T-29 "Flying Classroom," will be well on their way to being kingpins on bombers, transports, or rescue planes.

If there were no winds aloft, they wouldn't need a drift meter. But, since wind affects the flight course and speed of a plane, navigators learn how to use it accurately.

It's "check and double-check" all the way. Here, an instructor proves a point of time and distance with problem on aerial dead reckoning computer.

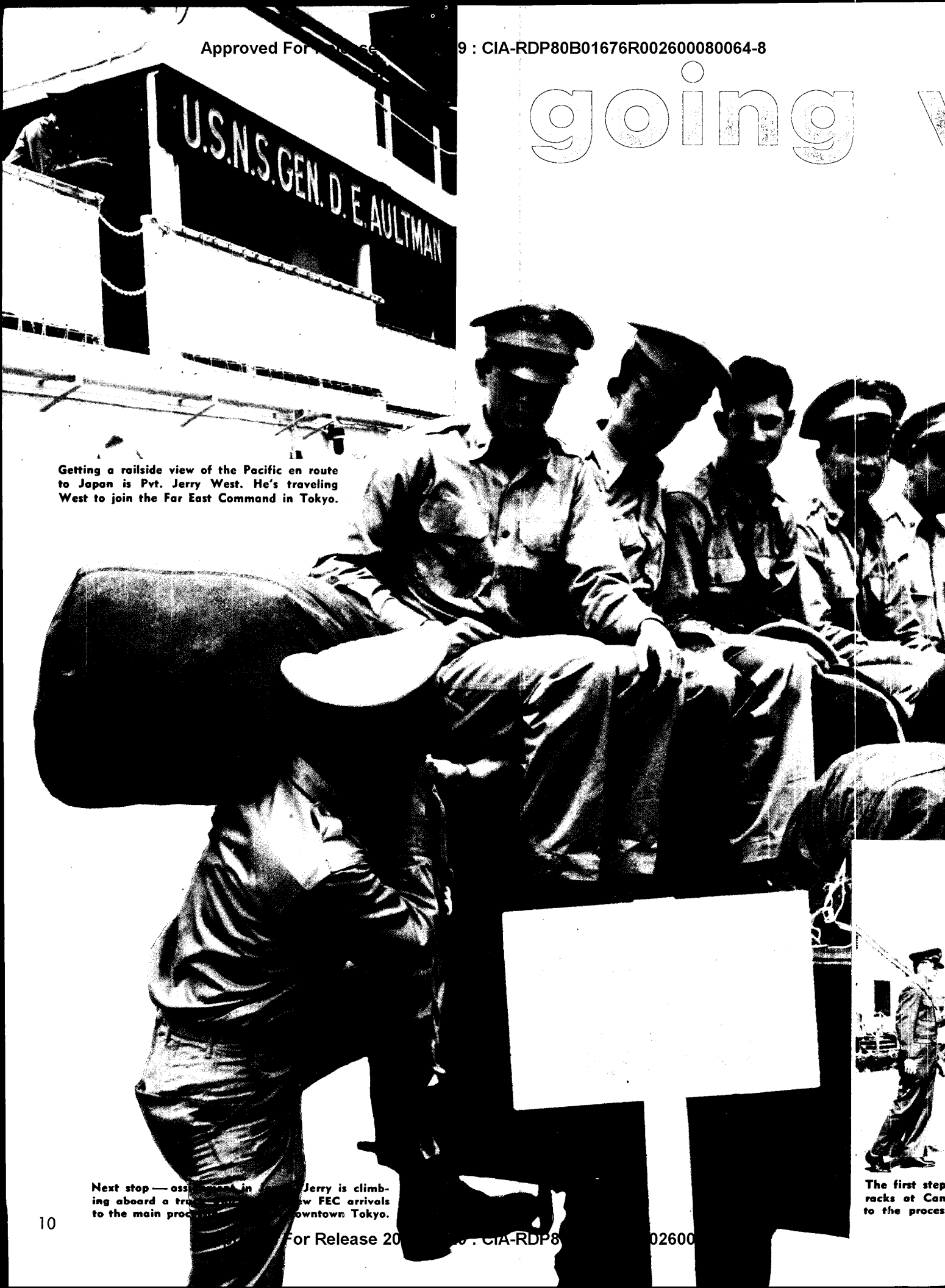


This view, looking forward, shows the interior arrangement of the Convair T-29 navigation trainer. Two instructors can be seen discussing tricky problems with two students.



Should the pilot look aft during a navigation training mission, this is what he'd see: students and instructors working navigation problems in flight.

going



Getting a railside view of the Pacific en route to Japan is Pvt. Jerry West. He's traveling West to join the Far East Command in Tokyo.

Next stop — assignment in Japan. Jerry is climbing aboard a train to meet new FEC arrivals to the main processing center in downtown Tokyo.

The first step racks at Cam to the process

West with west

By Sgt. James T. Reynolds

PVT. Jerry B. West has gone West—to Tokyo. There is nothing unusual about his trip. It's been done thousands of times before by Army men, and may be done as many times in the future. But young West's trip to Japan was different in that he was followed by a photographer, and his activities were recorded on film and on paper.

Jerry isn't a celebrity, except to the folks back home in Phoenix, Ariz. He is just another fine young American who entered the Service and had his basic training before going on a tour of foreign duty. But his trip is typical of many others, and to answer the inevitable questions like, "What happens when I go to the Far East?" and "Do I sit around and wait?" it was decided to let everyone know just what routine was followed to assign West and his fellow servicemen in their new Army jobs.

After receiving orders to report to Headquarters and Headquarters Company, Staff Battalion Headquarters and Headquarters Group, Jerry started on the trip across the Pacific aboard the U.S.N.S. *General D. E. Aultman*. Sailing was uneventful. The food was good and quarters were comfortable. The ship provided excellent recreational facilities for its passengers and the trip was one that Jerry will long remember.

Docking in Yokohama, Jerry went to Tokyo along with other replacements assigned to duty with General Headquarters, known militarily as GHQ. When they arrived at the Casual Center, located in the Finance Building in downtown Tokyo, processing began immediately.

The first day was a busy one. Private West was interviewed by classification and assignment specialists who analyzed his background and skills to assign him to the job for which he was best fitted. He was to be a clerk in the Comptroller's Office of GHQ.

The second day found the Arizona soldier polishing up for a routine inspection in his new quarters. After the in-



towards Tokyo. Jerry leaves his bar-p Stoneman, Calif., and starts over ing unit. Note his military bearing.



It's payday in the Army. Here, Private West receives cash from Lt. William Ware. Checking the payroll are Capt. Jabe Kertacy and M/Sgt. Arlie Smith.



In Tokyo, Jerry (third from left, front row) and others hear Col. Alexander R. Sewall welcome them to the Far East Command.

West (Continued)

spection he and other newly assigned men were welcomed to the Far Eastern Command by Col. A. R. Sewall, Deputy Commander of Troops. Next on the program was a talk on the history and accomplishments of the command given by Capt. W. H. Davis. This was followed by a brief discussion of the objectives and work of Headquarters and Service Group by 1st Lt. Robert A. Steinhauer, the executive officer. WOJG T. L. McNarney, Officer-in-Charge of the Casual Center, outlined what is expected of GHQ men in conduct and behavior, and explained local customs and conditions.

The same day an orientation lecture was presented by Cpl. David Stanley, Training Noncommissioned Officer for the Casual Center. He explained Troop Information and Education facilities, and told about the opportunities for Army personnel to improve their education through off-duty study.

The next item on the list was one Jerry had been through in basic training and prior to shipping overseas. The medical officer examined each man for physical fitness. Then came an interview with the chaplain of each man's faith to explain the importance of good moral conduct and spiritual welfare.

The third day began with an inspection in quarters — a regular part of a soldier's day which is not as difficult as it sounds. A good soldier is proud of his appearance and the condition of his uniform and equipment. Inspections check on his neatness and ability to keep things, including himself, in an orderly way.

After mess books and ration cards had been issued, the soldiers reported to their new assignments. Jerry went to his position as clerk in the Comptroller's Office with confidence. He had been selected on his aptitudes and abilities. He had acquired a background of FEC history and objectives. He understood the work of his particular unit and the work of GHQ as a whole. It is definitely established that no soldier goes into a new job unprepared. The system of picking a man for the job and indoctrinating him to it is a foolproof one. This way the Army is satisfied with the man, and he in turn is satisfied with his military assignment.

Pvt. Jerry West is settled in his Far East job. "Operation Pipeline," as the Casual Center is called, picks its men carefully. Jerry is one of the many specialists who have gone West on an important mission. He knows why he's there!

This informal get-together proves that congenial companions are as important to a soldier as are good food and quarters.



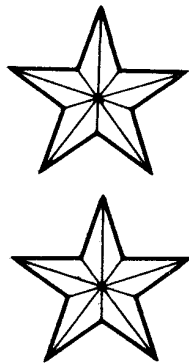
This is a scene which will bring back memories to many who have gone overseas in the past. Sgt. James E. Dungey stencils Jerry West's duffel bag for shipment on the Navy transport.



Jerry accepts a New Testament from Chaplain (Maj.) Urban J. Wurm, at the end of an interview in the chaplain's office.

First day on the job. With the preliminary interviews over, and a permanent assignment, Jerry's part of the FEC team.





PRIVATE TO GENERAL

AMERICA is truly a land of opportunity! Ability, courage, initiative, and determination have long been associated with her sons, native or adopted, who have reached the top in their chosen fields. Charles Andre Willoughby is an example, for this foreign-born son of a German baron rose from a private in the United States Army to the grade of major general. He served as a private, corporal, and sergeant in the 5th Infantry Regiment from 1910 to 1913. Today, he is the intelligence chief of the U. S. Army Forces in the Far East.

Veteran of Bataan and Corregidor, this soldier has been in uniform for close to 40 years and holds the distinction today of being one of the few Army generals to have been a Military Aviator during World War I. Most other generals in this category today are in the U. S. Air Force.

General Willoughby attended various European colleges before coming to the United States in 1910 to join his mother's people in Maryland. Bent on a military career, he enlisted as a private in 1910 and completed a 3-year hitch. Then, he decided to finish his college training by entering the senior class of Pennsylvania College where he was graduated (A.B. Degree) in 1914. Later, he took postgraduate work for a master's degree at the University of Kansas.

In 1914, ex-soldier Willoughby was commissioned as a major in the Officers' Volunteer Corps, the forerunner of the present Officers' Reserve Corps. While waiting for this appointment, he was a language teacher, first in Howe, Ind., and later in Racine, Wis.

His first assignment as an officer was to the 35th Infantry Regiment which was on border patrol at Nogales, Ariz., in 1916. Then, at the outbreak of World War I he was transferred to the 16th Infantry Regiment in Texas which left for France in June 1917. While in France, Captair Willoughby joined the Air Corps, was trained by the French, and was breveted as a Military Aviator. He flew the fragile, double-wing Nieuports and Spads, forerunners of the present-day fighter planes.

General Willoughby knew airplanes and air power. In fact, while in France he was executive officer to Maj. Carl Spaatz who was then commandant of the largest U. S. aviation training center in World War I. When General Willoughby returned to the States in 1918, he was transferred

to the Aviation Section of the War Department where he helped to pioneer the first Aerial Mail Service under the Postmaster General.

On leaving the Air Service, the general (then a captain) took command of the machine-gun units at Fort Benning, Ga., in the initial organization of the now famous Infantry School. For the next 21 years, he served at military posts, ranging from stations in New Mexico (this one was raided by Pancho Villa), Puerto Rico, Wyoming, Kansas, Washington, D.C., and the Philippines. He had a 4-year tour as Military Attache with American Embassies or Legations in Venezuela, Colombia, and Ecuador from 1923 to 1927. By speaking Spanish "like a native," he helped to cement early Latin-American relations.

Shortly after his arrival in Manila in 1940, he became assistant chief of staff in charge of supply in the Philippine Department. On this job, General Willoughby developed and expanded the defense and supply installations on Bataan and Corregidor that enabled MacArthur's forces later to make the protracted defense that is now epic, military history.

As MacArthur's chief intelligence officer, he served through the Luzon-Corregidor-Bataan battles and was one of the key staff officers to accompany General Douglas MacArthur in his dramatic break-through to Australia. General Willoughby returned with MacArthur along the island-to-island route that ended with the Occupation of Japan.

In the Korean conflict, as chief intelligence officer, General Willoughby approached his work with rolled-up sleeves. Here is a general who knows the soldier's life because he has been one; here is an Army man who knows the value of air power because he has been a military pilot; here is an American who had tasted defeat momentarily, but who, like millions of others, had never lost the faith and courage that serve as a prelude to Victory.

His chosen Government has bestowed upon him the Distinguished Service Cross; the Distinguished Service Medal, twice; the Silver Star, twice; and numerous Service ribbons. The men who serve with General Willoughby call him a "soldier's general." They point with pride that he started as a private and soared to the star-crest heights of a general. With him to emulate, many of them are also working their way up the ladder of military achievement.

Supersonic

By SFC Wolter W. Dowling

IT'S big and it's rugged and it packs a knockout punch! And it's as fast as greased lightning. That's the F-86, aptly called the *Sabre*. It's one of the swiftest and most dependable jet planes in the arsenal of the U. S. Air Force. Its superb qualities as a deadly interceptor plane provide this country with a real cutting edge capable of breaking up an enemy bombing attack.

The outstanding feature about this plane is its ability to come in on a target fast, slow down while it fires its guns, and then get away in a hurry. And the phrase "in a hurry" is an understatement. While its top speed and altitude range are classified information, the *Sabre* easily attains speeds in excess of 650 miles per hour.

The *Sabre* is heavy as fighting planes go, weighing nearly 14,000 pounds, and it takes a lot of power to maintain altitude when it slows down. A jet engine is most efficient at high altitudes and high speeds, and when the F-86 slows down for a landing or just after take-off, it needs plenty of power to stay in the air and battle the drag of the landing gear and flaps. The F-86 has that power—

aviation engineers really went to town on this air hawk. The *Sabre* can do more tricks in the air than a team of trapeze artists. Its symmetrical wings enable it to fly as well upside down as it does right-side up. In rough air, the wings flex just a little and you don't get bounced around as much as you do in some planes. If you don't believe this is a help, ask any pilot who has flown one of the earlier models!

The speed potential of the F-86 is due to many factors. Probably the most important is the 35-degree sweep-back of the wings. The sweptback wing theory is not new to aviation engineers, but the F-86 is the first American fighter plane to use that design to delay the formation of compression shock waves.

It is difficult to visualize speeds of 650 miles per hour and more, but to give you an idea of how fast the *Sabre* is it might be interesting to know that it inadvertently helped create the legend of the "flying saucers." One witness said the object appeared to emit a brilliant green light. Another said it was a tear-drop shaped object from

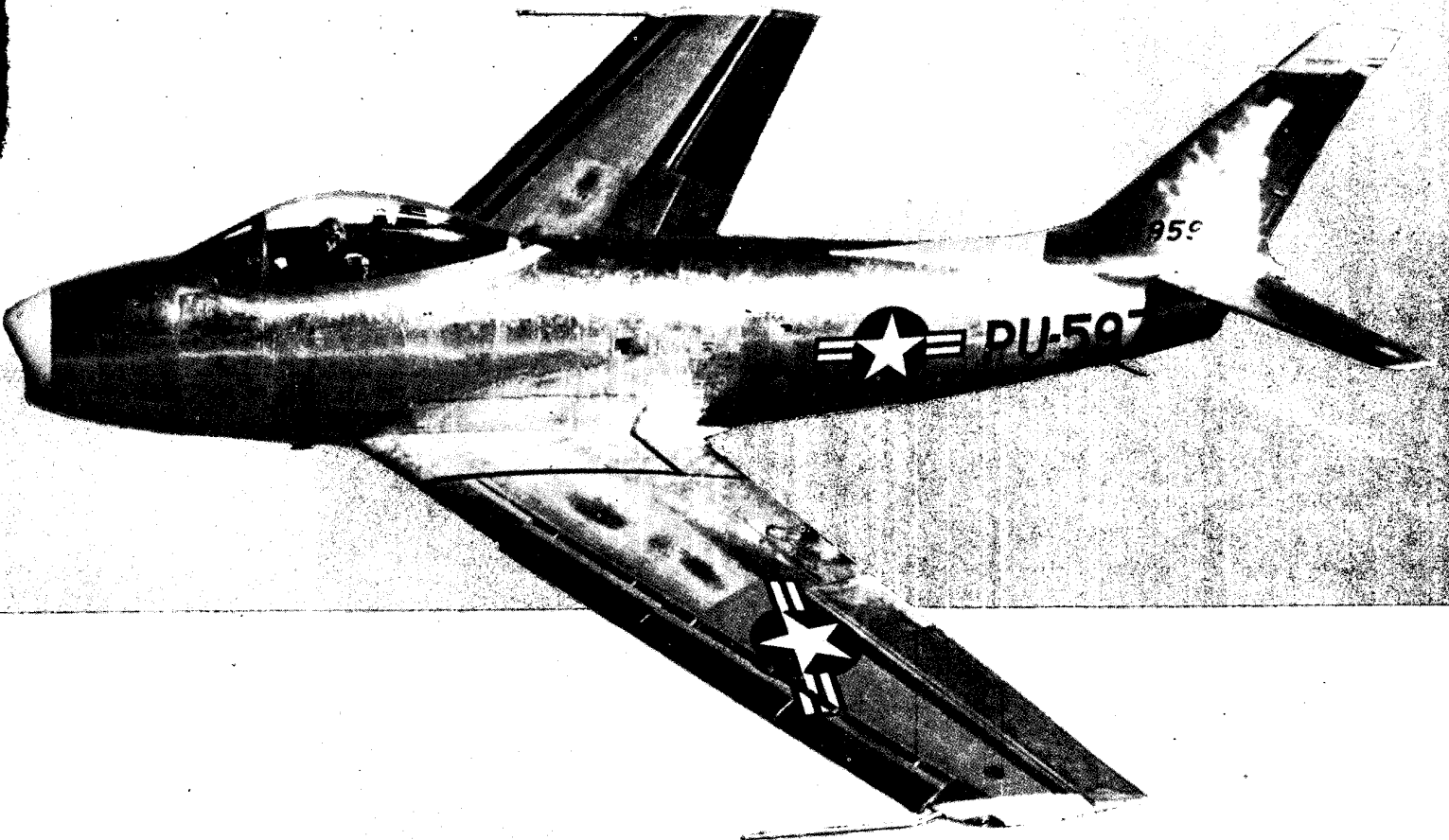


Flight instructor Capt. M. B. Pitt (center) briefs "jet jockeys" Lts. R. H. Laien (left) and R. A. Crawford just before assembling in the sky for a practice "scramble."



Capt. Dale G. Hudson, of Malvern, Ark., checks aircraft maintenance books of S/Sgt. Joe E. Stevenson, of Minonk, Ill., prior to taking his supersonic jet aloft to intercept an "enemy" bomber.

Sabre



Just before the take-off! Functioning with the split-second precision of a well-coached football team, pilots and crew chiefs of the 4th hurry to get their planes in the air after receiving

a radar warning that "hostile" aircraft are approaching. Within a few minutes after having received the alarm, the speedy North American Sabres will be streaking through the Virginia skies.

(Continued)

which light rays emanated. A commercial pilot watching through field glasses agreed that it was a plane leaving contrails of vapor, but that its trail looked like a comet's, especially when the sun reflected on it. The truth of the matter is that it was an F-86 on a routine training flight.

What about the pilots—the young men who zoom through the skies at the controls of these sensational jet fighters — what do they think of the *Sabre*? Almost to a man they agree that it is one of the easiest planes in the world to fly. They are especially enthusiastic about the ejector seat feature of the F-86, which provides them with a wider margin of safety in case they have to leave the plane in a hurry.

It works like this: When the pilot climbs into the cockpit he pulls the pins out of the seat. Then, should he have to bail out in a hurry, he pulls the escape handle. A charge of gunpowder blows off the canopy and — a tenth of a second later — a second charge fires the seat. Thrown some 46 feet in the air and clear of the plane, the pilot unhooks himself from the seat and opens his chute.

Let's take a look at a Fighter Interceptor Group that uses the F-86 — the 4th — stationed at Langley Air Force Base, Hampton, Va. You'll find that the 4th has that warming sense of camaraderie which is the hallmark of all Air Force teams.

The group has stacked up one of the best flying records of any jet-equipped unit in the Air Force. The pilots and the ground crews performed Herculean efforts in making this record possible.

Sabre pilots made some amazing records on the gunnery range and in night and instrument flying. But they are particularly proud of the improvements they have developed in their combat tactics. Within a very few minutes after Ground Control Intercept gives notification of a "target" on its radarscopes, the F-86's are assembling aloft and hurtling through the skies to intercept the "invader." In order to get away with such speed, preflight briefing has been eliminated and pilots receive their flight instructions while winging their way to the target.

Pilots of the 4th, without exception, are loud in their praise of the men on the ground who keep such a high percentage of their ships in commission. For they know that today, more than ever before, they are dependent upon capable specialists on the ground. New power plants, radar units, and radically new instruments have made the job of maintenance crews infinitely more demanding.

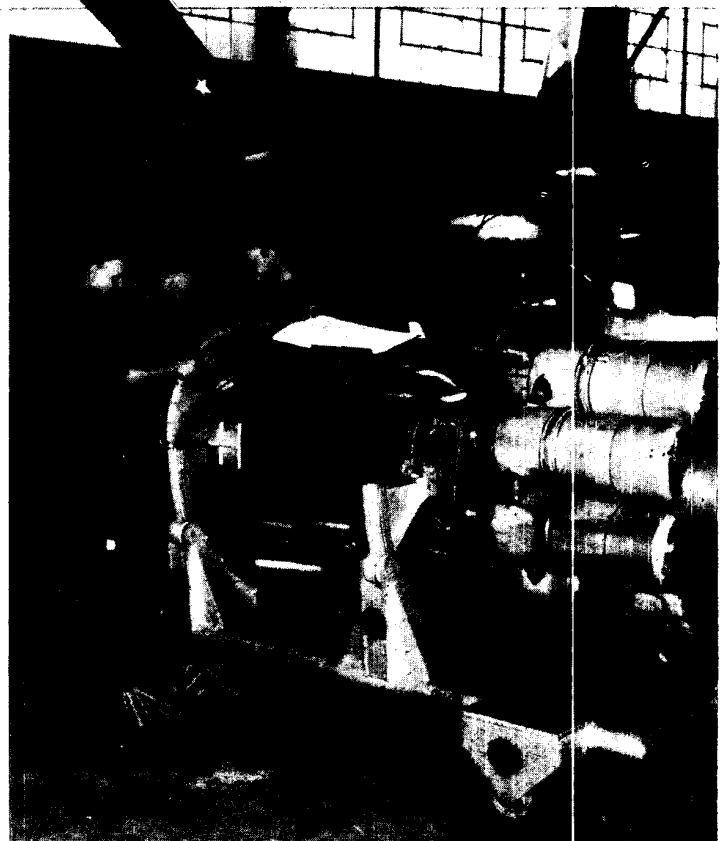
Every man in the 4th is tops in his field, and of course new pilots and maintenance men can't expect to join such a high-powered outfit until they gain the necessary experience. But the selected groups of young Americans chosen for Aviation Cadets and other responsible jobs, both in the air and on the ground, will all have an opportunity to become members of a group like the 4th some day.

All men in the 4th, from the squadron clerk to the commanding officer, fully expect that the flight records compiled by the group will prove that their outfit is one of the best trained and most efficient teams in the Air Force.

That spirit, along with the fact that the United States has the most technically advanced aircraft industry in the world, makes the men and women of the Air Force confident that they can defend this country against hostile air attack and help the free peoples of the world against aggression.



An instructor (right) explaining the Sabre's .50-caliber machine gun "Sunday punch" to two Air Force Reservists.



It takes mighty deft fingers to keep the power plant of a super-sonic jet plane in tip-top shape. The maintenance crews of the 4th are among the best in the Air Force. They keep 'em flying.



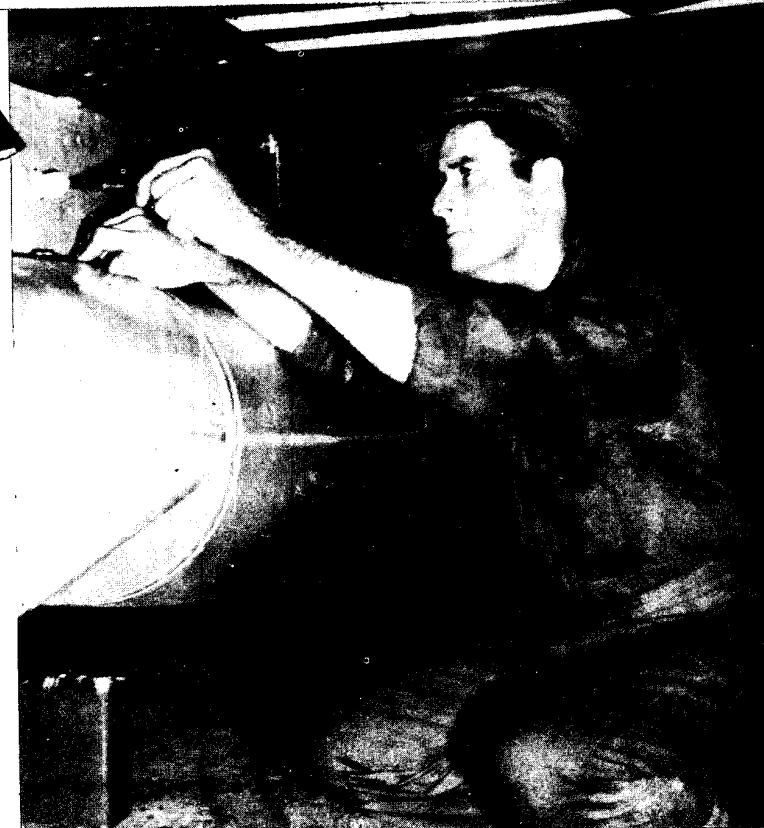
Painstaking attention to detail is the order of the day for Air Force mechanics. An alert crew chief directs the installing of an aileron on an F-86 jet fighter.



No, he's not pulling a shark's teeth! Cpl. James A. Mills (left) is making a minute hydraulic adjustment in the nose gear of a fleet new Sabre under the watchful direction of his crew chief.



Two heads are better than one! Maintenance men of the 336th Fighter Interceptor Squadron get together and figure out the answer to a prop tank electrical connection problem under an F-86's wing.



To keep the complex jet Sabres operational a high percentage of the time is the mission of men like Cpl. William D. Terry, shown checking a new wing tank for loose bolts.

GUARDING THE CANAL

By S/Sgt. Albert T. White, Jr.

IT HAS been argued that but for the Panama Canal the strength of our Navy would have to be doubled. If you think of it from that angle alone, you can see what a big, important job the Army has protecting the "Big Ditch" from any possible attack.

There's rugged duty to be done in guarding the Canal Zone. Antiaircraft gun crews are ever watchful, always alert for emergencies. They train by firing their sky-pointed guns in practice sessions where time is a factor. Targets don't stand much of a chance against these tropical gunners.

Field Force soldiers take advantage of their geographical location by having maneuvers in the dense jungle perimeters of the Canal area. They know how to fight against a simulated enemy as well as the jungle itself. Taught to live on emergency rations some of the time during field problems, infantry and artillery men in the Zone are improving their state of readiness every day. Even tank crews get tropical training in this area. Yes, it's rugged duty, but American troops in the Zone are among the best trained soldiers in the Army. Theirs may be a waiting assignment, but they aren't going stale—they're keeping ready!

Army-wise, especially among "old timers," a hitch in Panama was generally considered to be a pretty good deal because while there was work to be done in manning big guns and going on tactical maneuvers, a man could also enjoy a good life in a land where the temperature ranged between 70 and 90 degrees all year round.

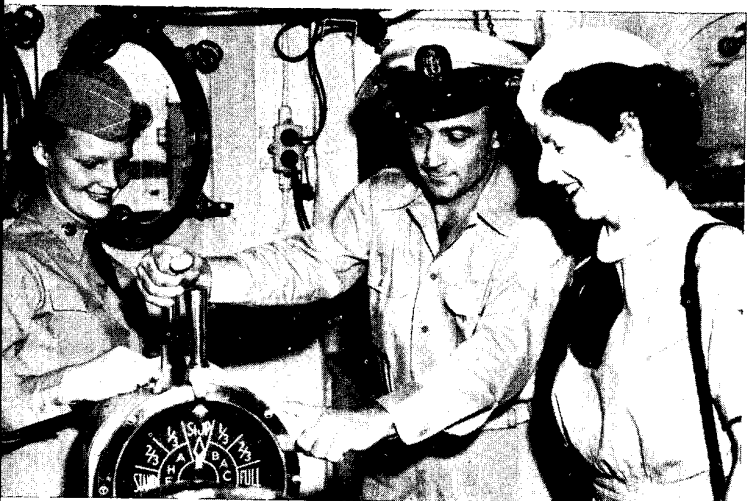
When training and duty are completed, soldiers and Wacs take advantage of sports, educational programs, and religious activity. There's even a chaplain who visits field positions weekly with a portable organ so that men may have a gun-side church service should they have to be on alert status during Sunday. Hundreds of soldiers in the Zone are adding to their academic training by off-duty study through the Armed Forces Institute and other extension-type programs.

A component of the Caribbean Command, which is top echelon in the U. S. defense program of the Canal Zone and the islands north of South America, the United States Army Caribbean is commanded by Maj. Gen. Ray E. Porter. Field Force units and engineer groups comprise the Command's strength in the field. These branches are backed up by well-trained Service units made up of administrative and technical specialists. It's teamwork all the way.

With its insigne depicting a galleon with a cross on its sail, representative of the ships which protected Caribbean waters in the Spanish regime, the United States Army in the Caribbean is a strong link in the military chain of defense for the Canal Zone. Guarding the Canal is a great responsibility. Our soldiers there are fully aware of the importance of their mission.



Canal Zone tankers line up for a pre-manuever inspection at Fort Clayton, on the Pacific side of the Isthmus. The steel horses pack powerful punch for defense team.



A Navy Chief, flanked by a Wac (left) and a Wave, explains the workings of a ship's telegraph. All branches of the Service are on the team guarding the "Big Ditch."



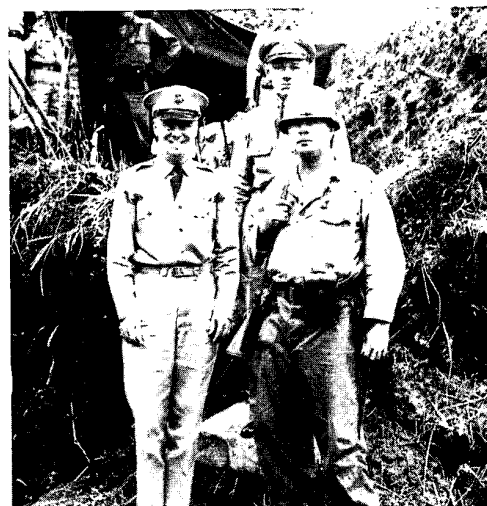
Balboa High School members of the Reserve Officers' Training Corps "Pass in Review" at the start of a formal ceremony. Many of these youths are sons of Armed Forces personnel stationed in the Canal Zone. Tropical palms shade background streets.



Cpl. Oscar Buchanan of Greens Creek, N. C.: "Make sure you empty your wash basin before putting helmet on!"



This man isn't really wounded. He's just pretending so medical squads can practice the evacuation of injured personnel.



Lt. Gen. William H. H. Morris, Jr. (left), Commander in Chief of the Caribbean Command, and Maj. Gen. Ray E. Porter (in background), Commanding General, U. S. Army Caribbean, inspect sites with Sgt. Kenneth Ager.



The Canal Zone will ring with the echo of this 90-mm. gun as the commander (with telephone) directs operations in a mock aerial attack. His crew is always well trained and efficient.



Rough and ready is this machine gun squad as it goes through field training problems. The water line is not attached to the cooling jacket because blanks are fired.

DEPARTMENT OF THE ARMY

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